

## **TASMANIAN TRANSPORT MUSEUM**



## **HERITAGE RECOGNITION CEREMONY REPORT**

**on the presentation of an**

**ENGINEERING HERITAGE MARKER**

**on 15 November 2011**

**Prepared by  
Engineering Heritage Tasmania**

**May 2013**



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## 1. Introduction

The ceremony was arranged to take place on the second afternoon of the 16<sup>th</sup> Engineering Heritage Australia Conference in Hobart.

As a result there were not only the usual invitees comprising heritage and transport representatives, local councillors and politicians, EA and Museum Society members numbering about 40. There were also 90 delegates and accompanying persons associated with the conference, transported from Wrest Point Conference Centre in two double-decker buses.

Historically, with the imminent closure of Hobart's electric tramway system, the Metropolitan Transport Trust agreed to donate Tram No 141 for preservation and the collection of Tasmania's transport heritage began with the formation of the Tasmanian Transport Museum Society in June 1962. In 1972 the Glenorchy City Council leased the site to the Society, conveniently beside the main north-south railway, and the Museum officially opened in 1983.

The collection continues to grow and represents various forms of transportation and associated systems from previous eras. Significant exhibits include the:

- Only Australian built Steam Locomotive preserved in Tasmania
- First Main Line Diesel Electric Locomotive operated in Australia
- Only Hobart Electric Tram preserved in original operating condition
- Only Tasmanian Trolley Buses in original operating condition
- First production bus to be built with a Hino chassis in Australia
- Only original Vertical Boiler Locomotive preserved in Australia
- Oldest preserved Tasmanian railway carriage
- Oldest surviving Tasmanian Railway Station building

On the day the Society has opened all its sheds for inspection and had moved some of its vehicles out into the open. Guides were available at each location to explain the exhibits. Train rides operated continuously from the station to a point several hundred metres away. The train featured the 1902 built steam locomotive and Tasmania's oldest railway carriage built in 1869. The Tasmanian Fire Services Museum also shares the site and its early Tasmanian fire fighting appliances were on display.

His Excellency the Honourable Peter Underwood AC, Governor of Tasmania came early enough to tour the site and a special train was detailed to return him to the station just in time for the ceremony.

The ceremony was performed at the museum in the open air. At times the clouds threatened and wind gusts disturbed the speakers' notes but the contingency plan of adjacent indoor venue was not required. The program and speakers are presented later in this report.

The Engineering Heritage Marker and draft Interpretation Panel were duly unveiled by the Governor and the Past EA National President on the temporary stand. Our sincere thanks are due to the Tasmanian Transport Museum Society for arranging and hosting the event.

## 2. Invitation



The President  
Tasmania Division  
Greg Walters CPEng EngExec FIEAust FAIM MAICD

&

The President  
Tasmanian Transport Museum Society Inc  
Phillip Lange

cordially invite

*Mr & Mrs J Smith*

to attend a Ceremony at the

Transport Museum  
Anfield Street, Glenorchy

**on Tuesday, 15 November 2011 at 3.30pm**

to recognise the significant heritage collection at

## **Tasmanian Transport Museum**

with the unveiling of an

### **Engineering Heritage Marker**

by His Excellency the Hon. Peter Underwood AC  
Governor of Tasmania

The Museum will open for inspection at 2pm.  
Afternoon tea will be served after the ceremony

RSVP to Catherine Reading  
by Friday 14 October 2011  
Tel: (03) 6234 2228  
[creading@engineersaustralia.org.au](mailto:creading@engineersaustralia.org.au)

**Attendees are requested to be in place by 3.25pm**

Additional Information on next page



**TASMANIAN TRANSPORT MUSEUM**  
**ENGINEERING HERITAGE RECOGNITION CEREMONY**

**Format for Ceremony & Site Visit**

**Tuesday, 15 November 2011**

**Ceremony**

The ceremony will start at 3.30 pm. Attendees are required to be seated by 3.25 pm sharp, ready for the arrival of the Governor, the Hon Peter Underwood AC at 3.30 pm.

There is a large car park at the Museum; enter Anfield St from Grove Road.

The schedule is:

- 2.00 pm      Museum open for visits and train rides
- 3.25 pm      Guests to be seated
- 3.30 pm      Unveiling Ceremony commences
- 4.00 pm      Afternoon tea at KGV oval close by

**Museum visit**

The museum exhibits include numerous rail and road transport vehicles including

1. First mainline diesel electric locomotive to operate in Australia,
2. Hobart's only tram preserved in original and operating condition,
3. The only original vertical boiler locomotive preserved in Australia, and
4. The oldest preserved Tasmanian railway carriage.

The former New Town railway station has been relocated to the museum, providing an authentic setting for the display and operation of rail vehicles.

The Tasmanian Fire Service Museum is on site and will be open for inspection.

All visitors will be able to enjoy short train rides running continuously from 2.00 pm to 3.15 pm.

Comfortable shoes, sun hats and umbrellas are recommended.

**Inclement weather contingency plan**

The ceremony will be held in the open air at the Museum. However if the weather proves uncooperative, the ceremony will be transferred to the adjacent Glenorchy Football Club Rooms which is also the afternoon tea venue.

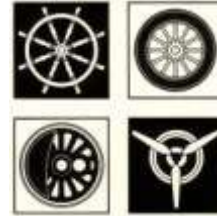
**Engineering Heritage Australia Conference**

The ceremony has been arranged to coincide with the 2011 EHA Conference in Hobart. Conference attendees will be coming to visit the Museum and witness the ceremony.

### 3. Souvenir Program (4 pages)

Page 1

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**Official Ceremony  
for the presentation of an  
ENGINEERING HERITAGE MARKER  
for the  
TASMANIAN TRANSPORT MUSEUM  
On 15<sup>th</sup> November 2011**



**Hobart Tram 141 at the Museum**

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### **A Brief History**

With the emergence of newer and alternative means of transport and the rising use of private vehicles after World War 2, the older forms of transport with which the community had become familiar were rapidly being withdrawn and scrapped.

In June 1962 three enthusiasts formed the Tasmanian Transport Museum Society. It was a bold move when it appeared there was little community interest. The Metropolitan Transport Trust agreed to donate bogie Tram No141 for preservation. It remains the only complete and operational Hobart tram-car in original condition.

Through the 1960s the collection grew but the failure to find a home was a major problem. Finally in 1971 the Glenorchy City Council leased an area of land to the Society and development began.

The Tasmanian Transport Museum aims to be widely representative and thus includes rail, road and other means of transport as well as fire fighting appliances. The inter-dependent nature of modes of transport gives support to this approach.

The museum site was leased in 1972 and developed by members to the stage where the museum was officially opened on 3 December 1983. Development of the site has included the laying of rail track and the erection of buildings in which the collection is displayed. The buildings include a railway roundhouse, a carriage shed and two large buildings for buses, trams, and steam powered exhibits.

The former New Town railway station has been relocated to the museum, providing an authentic setting for the display and operation of rail vehicles. The former Botanical Gardens signal box and other railway items, such as signals and water columns add to the railway flavour of the station area. Planning for the final building (road transport) is presently underway.

The museum exhibits include railway locomotives, railmotors, carriages and wagons, trams, trolley buses, motor buses, stationary steam engines and many other items of historical interest. There is also a display of historical photographs and other small objects.

Train rides are available to visitors to the museum twice a month. On the first Sunday trains are operated by DP class diesel railcars. On the third Sunday trains are operated by a steam locomotive.



**PROGRAM FOR THE  
HERITAGE RECOGNITION CEREMONY**

at the Tasmanian Transport Museum, Glenorchy  
on Tuesday 15<sup>th</sup> November 2011

***Master of Ceremonies***

Mr Ben Johnston, GradIEAust  
Engineering Heritage Tasmania

***Address***

His Excellency The Hon Peter Underwood AC  
The Governor of Tasmania

***Collecting Museum Exhibits***

Mr Graham Clements  
Former TTMS President

***Presentation of the Heritage Marker***

Professor Doug Hargreaves FIEAust EngExec  
Past National President, Engineers Australia

***Unveiling the Heritage Marker***

***Acceptance of Heritage Marker***

Mr Philip Lange  
TTMS President

***Conclusion***

Mr Ben Johnston

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**Diesel Electric Locomotive X1 At the Museum**

### **Engineering Heritage Recognition Program**

The erection of markers attracts public attention to important historic engineering works and sites. A marker is awarded only after the preparation of a detailed nomination and assessment by a national committee.

Engineering icons which have received National Landmarks include the Sydney Harbour Bridge, the Goldfields Water Supply Scheme in Western Australia and the Snowy Mountains Scheme. Australia-wide, over 140 works of significance have been recognised since 1984.

Here in Tasmania, National Landmarks have been awarded to: Waddamana A Power Station 1916 (now a museum), Cethana Dam 1971, Gordon Dam 1986 and the Ross Bridge 1836.

Engineering Heritage Markers have been awarded to the Richmond Bridge 1825, the Evandale-Launceston Water Supply Scheme 1836, the World's Oldest McNaught Beam Engine 1854 (outside the TAFE College in Hobart), Launceston Water Supply 1857, Kings Bridge 1864, the Tasmania Gold Mine 1877, Duck Reach Power Scheme 1895, Lake Margaret Power Scheme 1914, Vincents Rivulet Bridge 1932, the Tarraleah Power Development 1938, the Boyer Newsprint Mill 1943 and six other major dams (Catagunya, Crotty, Devils Gate, Laughing Jack, Miena No 2 and Scotts Peak).

## 4. Transcripts

### 4.1 Master of Ceremony's notes

#### ARRIVAL

Ladies and gentlemen, please stand for the arrival of His Excellency, the Honourable Peter Underwood, Governor of Tasmania.

#### OPENING

Would you please check that your mobile phones are turned off.

Your Excellency, Distinguished Guests, Ladies and Gentlemen.

I'd first like to acknowledge the traditional owners of this land, the Mouheneener people who inhabited the Derwent River valley for at least 8000 years before British settlement.

My name is Ben Johnston and today I'm wearing two of my many hats as I am a member of both Engineering Heritage Australia and the Tasmanian Transport Museum Society.

Engineering Heritage Australia is a special interest group within Engineers Australia and has carriage of Engineers Australia's concerns for engineering, industrial and technological heritage and provides leadership in its protection, conservation and recording.

The objectives of the Tasmanian Transport Museum Society are to maintain a museum in which items of interest concerning Tasmanian transport are preserved and displayed.

On behalf of Engineers Australia and the Transport Museum Society, I welcome you all, and in particular

- Your Excellency
- Senator Lisa Singh
- Members of the Legislative Council
  - Adriana Taylor MLC
  - Craig Farrell MLC
- From the Glenorchy City Council
  - Mayor Stuart Slade
  - Alderman David Pearce
  - Alderman Kristie Johnston
  - Alderman Sharon Carnes
  - General Manager Peter Brooks

- The CEO of Metro Tasmania, Heather Haselgrove is here which is fitting given the TTM collection started with the donation of tramcar 141 by the Metropolitan Transport Trust - and hopefully light rail will again be part of Metro Tasmania's public transport offering in the not too distant future!
- From Engineers Australia
  - Professor Doug Hargreaves, Past National President
  - Owen Peake, Chair of Engineering Heritage Australia
  - Keith Midson, President-elect of the Tasmania Division of EA
- Delegates of the 16<sup>th</sup> Engineering Heritage Conference, some who travelled from faraway lands including Sandy Bay, New Zealand, and Britain.
- We also have senior representatives here from DIER, Heritage Tasmania, National Trust, Tasmania Fire Service (& Museum), and the Glenorchy FC.
- Finally, members and friends of the Tasmanian Transport Museum Society including President Philip Lang and founding member Dr Jim Stokes. I also acknowledge the apology received from founding member Ian Cooper who was unable to attend this ceremony.

Those of you who have toured the Museum will appreciate the great variety of exhibits, the massive size of steam locomotives, and the challenge of maintaining, restoring, and running the several forms of transport - all achieved by volunteers! What a pity for an occasion such as this the conference delegates weren't able to travel by rail from Hobart to this site...

Now let us make a start on this Heritage Recognition Ceremony.

## INTRODUCE THE GOVERNOR

Our first speaker, His Excellency the Honourable Peter Underwood AC, the Governor of Tasmania, needs no introduction. He is a former Chief Justice and an enthusiastic Tasmanian. He's now going to earn his regal train ride and I invite him to address you on how the Tasmanian Transport Museum came into being.

## INTRODUCE GRAHAM CLEMENTS

Thank you Your Excellency

Graham Clements was born and educated in Hobart. His interest in transport began with travel to school from Lenah Valley by double-decker tram and long train rides to Scottsdale for farm holidays.

Graham has been a member of the Tasmanian Transport Museum since 1963 and has held office as Committee Member, Secretary and President. He is now a Life Member of the society.

Graham will tell us about the struggle to acquire exhibits for the Museum.

## INTRODUCE DOUG HARGREAVES

Thank you Graham

Professor Doug Hargreaves is the Immediate Past National President of Engineers Australia, has flown down from Queensland for this ceremony. His "day job" is:

Deputy Executive Dean, Prof & Head of School of Engineering Systems, Queensland University of Technology

Doug will tell us about Engineers Australia's Heritage Recognition Program and invite His Excellency to unveil the Marker and Interpretation Panel.

## UNVEILING THE MARKER AND PANEL

## INTRODUCE PHILIP LANGE

There will be photo opportunities after the ceremony.

Now that the Marker has been awarded, it is the responsibility of the Society to permanently mount the Marker and Interpretation Panel in public view, and maintain it in good condition.

The concept of interpretation panels is a recent innovation by Engineering Heritage Australia, the aim being to better engage the public in understanding the work of engineers. Although it looks sensational this panel is in fact an interim panel, so I'd appreciate any feedback on errors/colours prior to production of the invincible final version.

Philip Lange is one of many amazing volunteers responsible for this significant collection. He invests countless hours for the society which is largely achievable through a very understanding wife and perhaps an ill-informed employer?

I now call on Phil Lange, the President of our Society, to accept the Marker, and to outline current and future plans for the Museum.

## CLOSURE

Thank you Phil.

Ladies and Gentlemen, in closing the ceremony, I would like to thank the Tasmanian Transport Museum Society and Engineers Australia. Thanks also to the Glenorchy City Council for providing the seating and the Tas Fire Service Museum for Sound.

Finally, thanks to the Glenorchy Football Club for providing the afternoon tea and venue.

Ladies and gentlemen, please stand. His Excellency the Governor is now departing, escorted by Mr Philip Lange.

I now invite you to inspect the marker and the panel, and to make your way across the car parks to the Glenorchy Football Club for afternoon tea.

Thank you.

## **4.2 Address by the Governor of Tasmania**

Those of you who were at the Opening of the Engineering Conference and also at the reception for that Conference at Government House last evening, will be saying, “Oh no, not him again” but I am afraid that it is me again, this time to unveil a Tasmanian Engineering Heritage marker. As many of you know, in November last year I unveiled an Engineering Heritage Marker at the Paper Mill at Boyer to recognise the first machine to produce paper from hardwood. When I referred to this at the opening of the Conference I spoke of the model machine made in England in 1885 and used in 1920 to make the first paper from hardwood and my interest in it. Well, yesterday I was looking at a new book published by Forty Degrees South magazine about the rise and fall of the Burnie paper pulp industry and came across a reference to that 1885 machine and a predecessor of mine, Governor Sir James Plimsoll. The author wrote:

“When it was producing paper at a Flower Show in Hobart in the 1980s it generated more interest than a lot of the flowers and the Governor (Sir James Plimsoll) could hardly drag himself away to declare the Show open.”<sup>1</sup>

Well, I can understand how he felt because I loved that machine too and now today I am fortunate enough to have been asked to unveil a second Tasmanian Heritage Marker, the Tasmanian Transport Museum. I made my first visit to this museum some years ago and was fascinated by the array of historical trains, trams, locomotives and other mechanized transport and engines that were being restored and put on display.

This Transport Museum owes its origins to a tram built in 1952 and a band of dedicated volunteers; volunteers who understood the importance of preserving engineering history, something about which I spoke at the Opening of the Conference.

Tram number 141 was built here in Hobart in 1952 but its working life came to an end 8 years later when the tram system was closed. The Metropolitan Transport Trust determined that the tram should be preserved and it initially went into storage at the Railway roundhouse. This move led three young enthusiasts Ian Cooper, Dr. Jim Stokes and Peter James to establish the Tasmanian Transport Museum Society in 1962 – which we are now commemorating almost fifty years later with this Engineering Heritage Marker.

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<sup>1</sup> *The Pulp: the Rise and Fall of an Industry* by Allan Jamieson, Lindisfarne, Forty Degrees South, 2011, p. 271.

Its objectives were to preserve “representative items of transport interest from those that were disappearing from the daily scene.”<sup>2</sup> Tram no 141 is the only Tasmanian tram that is preserved in its original and operating condition.

Membership of, and interest in the Museum grew as did its collection of trains, machines and vehicles that were disappearing from the railway track and road. In those early days although there was no shortage of enthusiasm and energy on the part of the members and the stock of exhibits grew, lack of an appropriate site remained a substantial handicap until 1971 when the Glenorchy City Council leased this site to the Museum and its future became secure.

However, much work remained to be done and don't forget that work had to be done by a labour force that was entirely voluntary. Over the next five years track was laid and the first items were moved to their new home. Over the ensuing years fund raising and some infusion of State Government money saw the construction of permanent buildings such as the Railway Carriages Shed, the Round House and more recently the Fire Services Museum.

Today the members of the Society are rightly proud of the Society's achievements over the last 49 years since its formation. The restoration work is always carried out with meticulous care and attention to detail, and the number and variety of exhibits is very impressive for they includes books, tickets, photographs and other like memorabilia as well as buildings and engines, trains and other vehicles. This collection includes the only original vertical boiler locomotive preserved in Australia, the first main line diesel electric locomotive operated in Australia as well as tram no 141 that started it all off.

It is clear to me why Engineering Heritage selected the Tasmanian Transport Museum as a Heritage Marker. I congratulate all the members of the Society who have worked so hard over the years to build up this transport museum and I look forward to unveiling its Heritage Marker.

#### **4.3 Speech by Graham Clements**

The years following the end of the Second World War saw far reaching changes in modes of transport in many countries. Even far-flung Tasmania was quite dramatically affected, particularly in the 1950s and 1960s. Those with an interest in transport were at once both fascinated and dismayed as they witnessed the demise of electric street transport in Launceston and Hobart in 1952, 1960 and 1968. Bellerive ceased being an “overseas” destination in 1963 with the withdrawal of the traditional double ended ferry service, the Mt Lyell Abt Railway puffed its last in June of the same year and the reign of the diesel railway locomotive began, more dramatically here than in most countries, in 1950. By 1959 the ubiquitous private motor car had demanded, and achieved, a roll on-roll off Bass Strait ferry.

I remember my disappointment at the unceremonious “beheading” of Hobart's famous double deck trams in the late 1940s and frustration in early 1960 on discovering that no memento of the system itself was planned for its final closure, apart from a modest booklet authored by the four young men who later

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<sup>2</sup> Brochure, “Welcome to the Tasmanian Transport Museum” published by the Tasmanian Transport Society, page 1.



“saved” a tram which became the centrepiece of today’s Tasmanian Transport Museum. However, people with imagination, energy and ingenuity supplemented lamentation with action and slowly assembled an impressive array of possible exhibits. In the climate of the time, saving this item or that became an urgent desire. However, we soon learned that ambition had to be tempered with practical common sense and for this reason no attempt was made to preserve, for example, the vehicle ferry “Princess of Tasmania”! Indeed, establishing selection criteria and translating them into sensible choices was a relentless pressure for the Transport Museum’s leaders in the early days.

There were major difficulties in establishing the Museum collection. It was necessary to convince busy and sometimes sceptical executives that we were serious and responsible in our ambition and that establishing a museum of transport was a worthwhile community enterprise. The Museum Society was in those days both landless and penniless and what it proposed was soon recognised as expensive and physically difficult. It was often hard to be taken seriously. However, a few senior personnel shared our vision and were helpful. But we still had to purchase the treasures we wanted and pay for their removal to whatever accommodation we could find. The existence of much of the collection is a tribute to a facility known as time payment and the hospitality of various property owners.

As is quite well known, the acquisition of Hobart tramcar no 141 by four young men who at first planned for it to be displayed in Sydney led to the formation of the Tasmanian Transport Museum Society. The cost of moving it from the depot in Lower Macquarie Street to its temporary home in the railway locomotive roundhouse using cranes and two low loaders running back to back was considerable. However, sympathetic donors were found and supplementary funds raised by the sale to enthusiasts of destination roller blinds from the tram fleet. We still had to find fifty cents per week for rental of the space in the roundhouse!

The acquisition of the other significant foundation exhibit, steam locomotive Q5, was similarly tenuous. The price was its supposed scrap value, \$700. Time payment was kindly offered by the Railways, but in 1963 this was a daunting commitment for young men with families at a committee meeting at a house in Battery Point. There we sat in silence, hesitating to take the plunge. Finally, the then President, Dr Peter Tyler said: “Well, do we buy the Q?” Had the answer been negative, the Museum might have foundered then and there.

The Museum Society has wisely avoided the mistake of attempting to preserve everything suggested. Sometimes quite painful decisions have to be made favouring one item over another and it has been helpful to apply selection criteria when considering potential additions to the collection. The Society has thought it important to consider the following when assessing potential acquisitions:

1. Is it significant, particularly to Tasmanian transport?
2. Is the item a true representative of the particular mode of transport?
3. Is it really available, what will it cost to acquire, transport and restore?
4. Is there realistic potential to bring it to working order and maintain it?
5. Does the Museum have display or storage space for it?



It is interesting to consider the exhibits against these criteria.

Tram 141, the sole surviving Tasmanian tram in original working order, that example of what David Kirby, author of “Hobart’s Tram Trilogy” aptly calls ‘Australia’s most elegant tramcars,’ qualifies with obvious ease, as do steam locomotives Q5 and C22. Australia’s first main line diesel locomotive, X1, is a prime example of what in 1950 was innovative technology, a portent of the revolution in motive power which has swept the world’s railways since. It is an exhibit with exceptional engineering, economic and even social significance.

The Museum’s largest exhibit, New Town Station, provides an authentic setting for its operational and static railway rolling stock, reminds us of the characteristically undistinguished style of almost all Tasmanian railway architecture and houses displays and small exhibits such as tickets, luggage labels and even a hatbox without which no respectable lady of the 1930s would travel to Launceston.

The electric traction collection of Hobart and Launceston trams and trolleybuses reminds us of the halcyon days of public transport, when, in peak hours, trams left the Hobart G.P.O. at the rate of one each minute and allows us to ponder electrical engineering innovations such as remote points turners at junctions and automatic power rectifiers as well as reminding us of the mischievous delights of travel to school by double decker tram. Trolley bus 235 represents perhaps the most popular mode of suburban public transport and prompts us to consider the future of transport in the post oil age.

The restoration of significant vehicles by persistent and skilled Museum volunteers gives visitors, especially young people, realistic impressions of travel and lifestyle from times past. Thus we can delight in the quality restoration of carriage AB1, the oldest in Tasmania, ride in the elegance of carriage AAL 10 with its buttoned leather upholstery, or view the beautifully restored former Trans Australia Airlines AEC Reliance bus.

Time prevents comment on the engineering and historical features of many other exhibits today. So we must pass over the fascinating Vertical Boilered locomotive retrieved with sweat and tears by our volunteers from the bush near Sharp’s Siding, the wonderful collection of the Fire Services Museum, our numerous railway wagons, rail motors and fettlers’ trolleys, the truly awesome Robey steam traction engine and the many small items, down to red and green flags and ticket dating machines. Each has its story, often beginning in a 19<sup>th</sup> century design, but now continuing as an object of interest, enlightenment, fascination, and even affection here at Glenorchy in the 21<sup>st</sup> Century.

#### **4.4 Speech by Professor Doug Hargreaves**

It is a pleasure to take part in this ceremony today. Unfortunately it has become too common in our throw-away society to discard things because they are old or no longer perform their original function. In doing this we risk losing what are really valuable parts of our heritage and history, and we lose sight of those to whom we owe so much.

A large number of these people are the engineers, the scientists, the innovators, the entrepreneurs, the designers, the builders, those with long-term

vision and those with a passion for their community and its heritage. If we do not conserve our heritage, we and the nation will be culturally and spiritually much poorer; and we will lose the perspective of knowing where we've come from and of how we got here.

Since 1984, through their **Engineering Heritage Recognition Program**, the engineering heritage groups of Engineers Australia have been bringing public recognition to engineering works of historic or heritage significance and to the engineers who created them. In doing so they encourage conservation of our engineering heritage and help the community understand engineering, and the benefits it provides.

There are over 140 historic engineering works Australia-wide that have been recognised with heritage awards. These awards are not given lightly. A formal nomination is prepared to present the history of the work and its heritage significance under criteria similar to those used for listing on heritage registers around Australia. The nomination is assessed by the national panel which decides whether an award is justified. There are two levels of award. So far 48 works have been awarded **National Landmarks** and the balance has received **Engineering Heritage Markers**.

There have been 21 awards in this State.

There are four **National Engineering Landmarks**:

- **Waddamana A Power Station** (1916) complete with its original turbines and generators, now a museum.
- **Cethana Dam** (1971), a 110 metre high concrete faced rockfill dam which showed the world how to build these dams for trouble-free performance.
- **Gordon Dam** (1984), a 140 metre high arch dam, the highest arch dam and the largest storage in Australia.
- **The Boyer Newsprint Mill**, the first paper mill in the world to make newsprint from hardwood.

And today we have come to pay tribute to the **Tasmanian Transport Museum** which has earned its **Engineering Heritage Marker** for several reasons:

- This Museum is special among transport museums because it covers all forms of transport, not one particular mode;
- Some of its exhibits are highly significant, not only locomotives, trams, trolley buses and carriages, but even the New Town Railway Station built in 1875 is here.
- The vision and effort put in by the foundation members and the many volunteers who restore, maintain and operate the majestic machines we have seen today.

I have much pleasure in presenting this **Engineering Heritage Marker** to the Transport Museum, and I invite His Excellency the Governor to join me in unveiling it.

#### **4.5 Speech by Philip Lange**

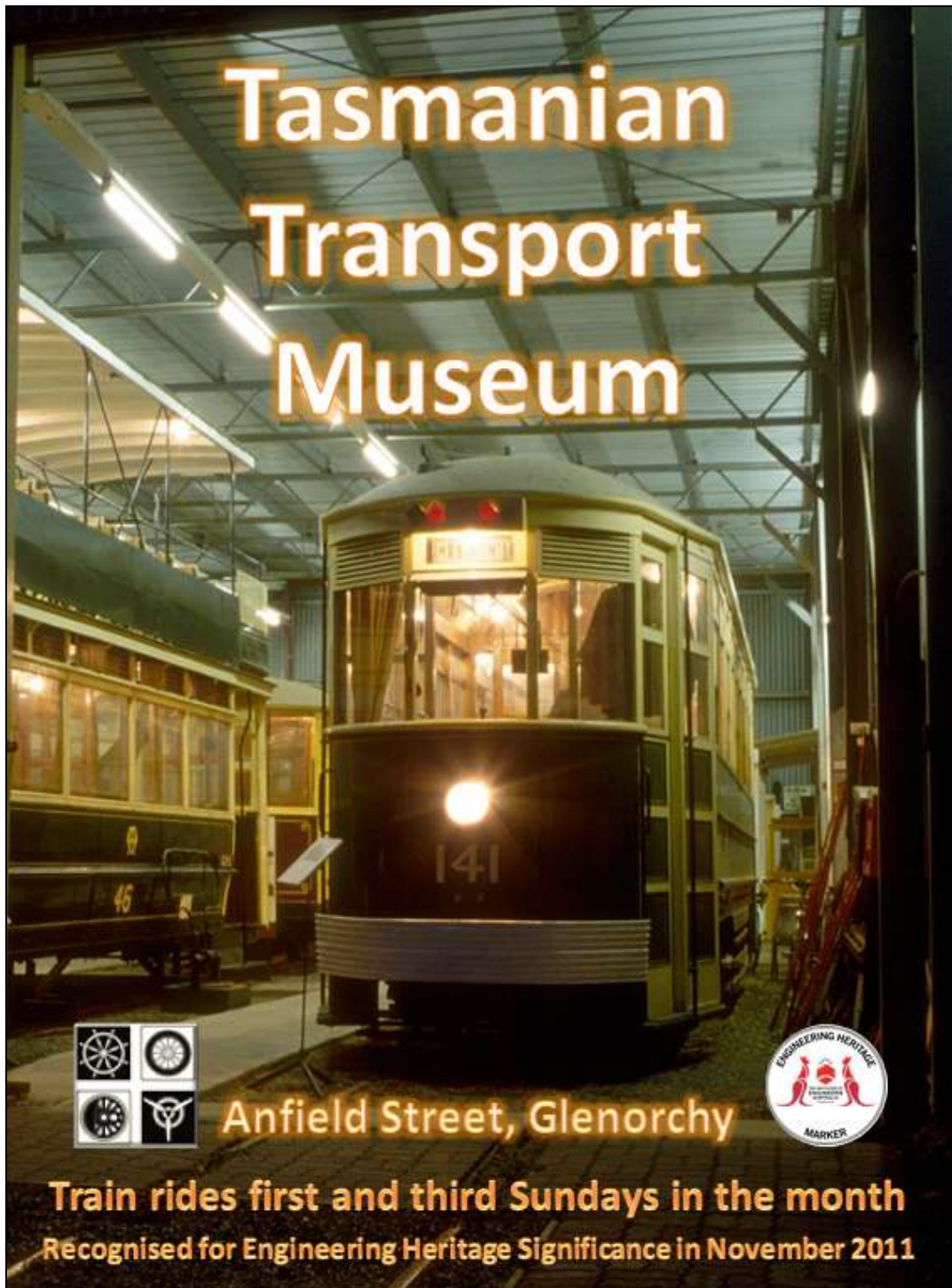
It is with great pride that I accept this engineering heritage marker on behalf of the Tasmanian Transport Museum. This recognition of our exhibits and efforts to preserve Tasmanian Transport for future generations, is a significant morale booster to the membership of the society and a reflection that we are on the right path to fulfilling our community goals. Graham Clements has spoken of the early years of the society. In accepting this recognition, we should all recognise the significant efforts of the founders and early members of the Transport Museum. Without their efforts, their commitment, their tenacity & resolve, their ingenuity & skills, their personal funding and even without their ability to recycle 2<sup>nd</sup> hand materials we would all not be standing here today. What they laid the foundations for, is remarkable, as through their efforts, today we have a museum that is growing, achieving its goals, is financially sound and most importantly, earning the respect of the community that it serves. It is also a museum that is envied by many of our peers due to the diversity and standard of the exhibits, including those exhibits recognised here today.

This society and museum is still 100% volunteer run, and the membership of today has very different challenges of our forebears, as increasing regulation and standards applying to life in general. These convert to challenges when maintaining and operating over 100 year old steam locomotives, passing down the knowledge of what makes a tramcar operate, repairing timber bodied vehicles or getting insurers to understand that just because something is old does not make it necessarily dangerous. So to those members of today I also extend my thanks, as without these challenges being overcome, again we would not be standing here today. To the small group of members that fit into both categories that I have talked about, thanks doesn't seem enough, so I hope you will take on a special ownership of today's recognition of our exhibits and your efforts.

We are privileged to have one of the founding members of the society, Jim Stokes with us here today. Last week, I received a letter from another of the founding members of the society, Ian Cooper, who as we have heard cannot be here today. Ian said in his letter, that all members and supporters of the society should be immensely proud of their achievements which are in accord with the vision and ambitions of the founders of the museum. Thank you Ian & Jim . Your continued support and sanction of our efforts is indeed a source of pride to us.

Next year marks the 50<sup>th</sup> anniversary of this society. I hope that that anniversary will bring with it, a significant step to completing the development of infrastructure here at Glenorchy, that will enable us to take confident steps into the future. Ongoing recognition by the community of our work, and the historical relevance of retaining & maintaining our exhibits, such as that by the Engineers Society today, and by government agencies such as Metro, The Department of Infrastructure Energy and Resources and The Tasmania Fire Service is very important part of valuing this museums relevance for that future. So, to the Engineers Society, thank you again, for the recognition of the past through our efforts and exhibits today, but also thank you for the vote of confidence in our future on the eve of our 50<sup>th</sup> anniversary.

Your Excellency, making time in your busy schedule to be present today at this unveiling of the engineering heritage marker today is very much appreciated. As a token of our appreciation, I would like to present to you with a copy of our Tasmanian transport calendar, which has just been released. This calendar is perhaps indicative of the future of the society as we transition from activities dominated by collection, restoration and building efforts, to a future of operation, interpretation, education, research and publication of our Tasmanian transport heritage.



#### 4.6 Commemorative Calendar Cover



## 5. Photographs



**5.1 Steam train approaching the museum**



**5.2 Philip Lange and Governor arriving by train**





**5.3 Graham Clements speaking**



**5.4 Audience overflow**





**5.5 Professor Hargreaves speaking**




**5.6 Engineering Heritage Marker and Interpretation Panel**  
L to R: The Governor, Professor Hargreaves & President Philip Lange




## 6. Interpretation Panel

PRESERVING TASMANIA'S TRANSPORT HERITAGE



# Tasmanian Transport Museum



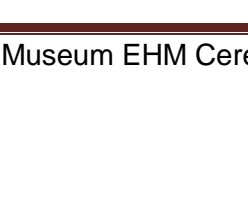
Size 1271 Tasmanian Railways have provided a reliable means of moving goods around the island. Designed by Mr W. B. Goss, former Chief Engineer of the Tasmanian Railways, the locomotive was built in 1923 and 1924. The locomotive is now a good train for the island.



In 1950, Tasmanian Railways introduced Australia's first main line diesel-electric locomotives, the X class. The Museum's X1 is the first of the class and is the only one of its kind in the world. It was built in 1950 and is the oldest surviving Tasmanian Railway station building.




Transport links underpinned Tasmania's social and economic development. The floating bridge across the river Derwent allowed the island to be connected to the mainland. The bridge was built in 1845 and is the oldest surviving Tasmanian Railway station building.



Hobart and Launceston were served by electric trams from 1885. Hobart's trams were significant as the first successful electric tramway system in Australia. The trams were built by the Tasmanian Electric Tramway Company and were the first of their kind in the world. The trams were built in 1885 and are the oldest surviving Tasmanian Railway station building.

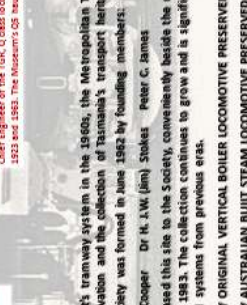


With the imminent closure of Hobart's tramway system in the 1960s, the Metropolitan Transport Trust agreed to donate Hobart tram No 441 for preservation and the collection of Tasmania's transport heritage began. The Tasmanian Transport Museum Society was formed in June 1982 by founding members: Ian G. Cooper, Dr H. A.W. (Jim) Stokes, Peter C. James and G. G. Cooper. The collection continues to grow and is significant representing various forms of transportation and associated systems from previous eras.



Significant exhibits include the:

- ONLY ORIGINAL VERTICAL BOILER LOCOMOTIVE PRESERVED IN AUSTRALIA
- ONLY AUSTRALIAN BUILT STEAM LOCOMOTIVE PRESERVED IN TASMANIA
- FIRST MAIN LINE DIESEL ELECTRIC LOCOMOTIVE OPERATED IN AUSTRALIA
- ONLY HOBART ELECTRIC TRAM PRESERVED IN ORIGINAL OPERATING CONDITION
- ONLY TASMANIAN TROLLEY BUSES IN ORIGINAL OPERATING CONDITION
- FIRST PRODUCTION BUS TO BE BUILT WITH A HINO CHASSIS IN AUSTRALIA
- OLDEST PRESERVED TASMANIAN RAILWAY STATION BUILDING



Hobart and Launceston were served by electric trams from 1885. Hobart's trams were significant as the first successful electric tramway system in Australia. The trams were built by the Tasmanian Electric Tramway Company and were the first of their kind in the world. The trams were built in 1885 and are the oldest surviving Tasmanian Railway station building.



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Tasmanian Transport Museum EHM Ceremony Report

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## 7. Interpretation Panel location 2013



## 8. Publicity

### 8.1 The Mercury

WEDNESDAY, NOVEMBER 16, 2011

# Museum captures time travel



**BRUCE MOUNSTER**

IT doesn't matter if you are a young Thomas the Tank engine fan or an old timer who has ridden down Elizabeth St on the 141 tram.

Tasmanian Transport Museum Society volunteer members have been determined for the past 49 years to make the Glenorchy museum a must-see for dads, grandads and children.

The collection's heritage value was recognised yesterday by Australia's peak engineering organisation Engineers Australia, and by Governor Peter Underwood who unveiled a Heritage marker.

The museum houses two working steam locomotives including the 109-year-old C 22, Australia's first main line diesel electric locomotive X1 delivered in 1960, and Tasmania's oldest surviving railway station building, which was moved from New Town.

The museum's first exhibit was Tram No. 141, Hobart's only electric tram built 59 years ago and rescued from the scrap heap 49 years ago by founding members Jim Stokes, Ian Cooper and Peter James.

The museum also boasts two working electric trolley buses, as well as Bedford and Leyland National buses that operated in the 1970s and 1980s.

Steam trains will run at the museum's Anfield St site this Sunday.

mounsterb@news.net.au

**CRAFTED:** Tasmanian Transport Museum Society president Phil Lange in the 1952 tram. Picture: KIM EISZELE



GLENORCHY GAZETTE, DECEMBER 2011 — 9

# Museum chuffed at signal of fame

THE Tasmanian Transport Museum at Glenorchy has been recognised among Australia's most important engineering works and sites.

At a function on November 15, the museum was presented with a national Engineering Heritage Marker, joining an elite list of Australian sites.

The Marker was officially unveiled by Governor Peter Underwood at a function to coincide with the Engineers Australia Convention.

"This Transport Museum owes its origins to a tram built in 1952 and a band of dedicated volunteers who understood the importance of preserving engineering history," Mr Underwood said.

"Three young enthusiasts, Ian Cooper, Jim Stokes and

Governor Underwood and the immediate past president of Engineers Australia Doug Hargreaves unveil the Heritage Marker.



Peter James established the Tasmanian Transport Museum Society, and membership of, and interest in the museum grew as did its collection of trains, machines and vehicles that were disappearing from the track and road.

The Governor spoke of the

as the Railway Carriages Shed, the Round House and more recently the Fire Services Museum."

The Governor praised the fact that "restoration work is always carried out with meticulous care and attention to detail."

"I congratulate all the members of the society who have worked so hard over the years to build up this transport museum," he said.

The Heritage Marker recognises the Transport Museum as a site with many items in its collection that are of significant engineering and heritage interest.

These include the: • Only Australian built steam locomotive preserved in Tasmania

• First main line diesel elec-

tric locomotive operated in Australia

• Only Hobart electric tram preserved in original condition

• Only Tasmanian trolley buses in original condition

• Oldest preserved Tasmanian railway carriage

• Oldest surviving Tasmanian railway station house

Australia-wide more than 140 works of significance have been presented with markers since 1984.

Just below the National Landmark recognition accorded the Sydney Harbour Bridge, the Goldfields Water Supply Scheme in Western Australia, the Snowy Mountains Scheme and Tasmania's Waddamana

A Power Station, Cethana Dam, the Gordon Dam and the Ross Bridge – the mark-

ers are considered prestigious. The Tasmanian Transport Museum Society began collecting items in 1982 and now

has six steam locomotives – two of which are still operational – two diesel engines, two rail cars, five trams and trolley buses, four carriages and a guard van, three old MTT buses and an old Reliance bus used by the airline TAA to carry passengers from the Airport to the city.

It runs rides on the historic trains twice a month, either with the diesel railcar or the steam locomotive.

One of the TTMS' founding members Rod Prince says the museum gets about 3000 visitors a year but would love to see more through their gates at the site near KGV oval and the Pool.